

To: Staff Sergeant Karine Bernier
NCO i/c Operational Policy
Ottawa, ON.

From: Sergeant Jeff Mulroy
Office of Investigative Standards and Practices
Edmonton, AB.

Re: **DEDC Disclosure Request re: Towing Companies - July 25th, 2022**

Karine,

In response to the request that you forwarded on the above noted date, I conducted searches of what I believed to be the relevant tasks within our dataset and extracted relevant documents. My search consisted of keyword searches ('tow') and for naming conventions that were associated to specific documents.

For context, when the Coutts protests began in late January tow truck companies (both local and provincially) were contacted in the event that plans to remove vehicles that were contributing to the blockade were prompted. Tow companies were initially contacted by the DEOC (Division Emergency Operations Centre) however the overwhelming majority of them refused to assist based on their support of the blockades or backlash that may have resulted from their assistance. **DOC900** provides an overview of the situation as of February 1st.

Some US tow companies were contacted in early February as per **DOC252**. I have been unable to find an all encompassing list of US Tow companies that were contacted.

DOC1006 (previously provided in Folder 10.00) are the signed Authorizations for Person's Acting on the Commissioners Behalf under Section 7 of the Emergency Measures Regulations. There is no supporting documentation that the powers granted by these documents were ever utilized.

DOC1952 provides the following regarding attempts to secure towing assistance:

Pages 492-493 – communication regarding the manner in which tow companies were contacted when requesting assistance as of February 5th. Also found in this document is the notion that some tow companies that refused to assist with vehicle removal received 'donations' to cover lost business as well as a generalized fear surrounding loss of business, harassment, vandalism etc. if assistance was provided by the respective companies.

Page 494 – update on US Towing options as of February 4th.

DOC2290 is a good reference document as it provides the following information:

Page 167 - February 13th, the Government of Alberta (GOA) procured towing assets at a cost of \$826,000 in the event they were required;

Page 236 - provides an overview and update on the use of the equipment as to February 23rd;

Page 470 - Vehicle Removal Team (VRT) for February 20th - 24th;
Page 708 - Vehicle Removal Team (VRT) as of March 4th.

DOC2291 provides the following information:

Pages 32-35 – communication with GOA on February 14th regarding equipment lists and resources;

Pages 37-39 – equipment removal plan as of February 14th;

Page 131 – purchased equipment by GOA as of February 12th.

DOC2297 provides the following information:

Pages 273-278 – update as of February 1st on tow truck assistance and communication with CAF as a result.

Eventually RCMP members that held a Class 1 license were deployed (**DOC885**) and were hastily trained on how to use the equipment should it be required. In the end, once protestors began to clear the area in mid-February on their own accord, the only vehicles that were towed were those associated to the criminal investigation.

As the protest eventually saw a reduction in numbers, tow equipment remained available should it have been required, into March, 2022.

All of the relevant material for this request has been forwarded to the NHQ R:Drive in folder labelled 'TOW TRUCKS'.